

Fourth GAIN World Conference

BIOGRAPHIES

for

***Speakers, Panelists, and
Implementation Workshop Leaders***

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Robert Aubé

Mr. Aubé is a Project Manager with xwave solutions working in the Advanced Systems Group. He has an extensive background in the data sharing, data repository and network security fields. For the past 2 years, Mr. Aubé has actively worked on Transport Canada sponsored projects promoting Flight Data Monitoring (FDM). Initiatives under FDM include the development of a 3D Flight Animator for use in incident/accident investigations, the production of a Flight Recorder Configuration Standard (FRCS) with editing tool for use in documenting FDR configurations allowing rapid and easy data extraction.

Mr. Aubé was the Project Coordinator for the first North American Satellite Asset Tracking System project. He managed a project to create the one of the first networks used by law enforcement agencies to catch Cyber criminals. Mr. Aubé has worked with numerous financial institutions on increasing their Internet and overall network security.

Mr. Aubé is a retired Canadian Air Force Pilot. At his last posting, he flew CT-114 jets at the Big 2, 15 Wing, Moose Jaw. Prior to his military career he worked as a law clerk at the Ottawa Court House.

Robert was born in Kapuskasing and now lives in Ottawa, Canada with his wife Louise and son Nicholas.

Capt. Mohammed Aziz

- Head of Safety, Middle East Airlines
- Graduated from AST flying school in Perth-Scotland and joined MEA as a pilot in 1973.
- Has a BA & MA from the Beirut Arab University in Lebanon and a Ph.D. from the University of Alexandria in Egypt.
- Has >14,000 Hrs on B707, B747-200 and A320/321.
- Served as Training Captain, Flight Safety Manager & Head of Operations before being appointed as Head of Safety in 1998.
- Air Safety investigator, Quality Auditor and Safety examiner.
- Former IATA Safety Committee, IATA Operations committee member.
- Worked on the ICAO/FSF CFIT Task Force, Equipment Team.
- Chairman of the Arab Air Carrier Organization Safety Committee.
- Attended and participated in many safety seminars and conferences as a speaker.
- Member of GAIN WG A.

Al Baldwin

Capt. Al Baldwin has served as pilot in command of numerous military and civilian transport aircraft, as well as an instructor pilot. He served as a United States Air Force officer and pilot from 1969 - 1989. During his military service he flew variants of the Boeing 707 and was an instructor pilot on the RC-135, as well as serving as an operations officer in the Strategic Reconnaissance Center at SAC Headquarters. He served on the faculty of the Air Command and Staff College. He was Director of Safety for both Air University and later, Headquarters, Civil Air Patrol. Upon retirement from the Air Force, he joined Continental Airlines and has flown on the B747 and MD-80. He assumed the position of Manager of Flight Safety in 1993 and took the additional responsibility as FOQA Program Manager in 1995. Al is a graduate of Louisiana State University with a BA in marketing and holds an MS in Human Development from Troy State University. Additionally, he is the graduate of numerous professional courses, including the USC Director of Safety Course and the NTSB Accident Investigation School.

Gustavo J. Barba Román

Employed at Spanair Airlines since October 1996, Mr. Barba is currently ATPL serving as Line Pilot in the B-767 fleet and Human Factors & CRM Chief.

Mr. Barba is developing a Human Factors and CRM policy for the Operations Division. Prior to coming to Spanair, Mr. Barba spent two years in LTE International Airways as Line Pilot in the B-757 fleet. His aeronautical career began in the Spanish Air Force, where he got his Degree in 1987, was distinguished with a permanent Flight Instructor commission and in 1994 received the Spanish Air Force Flight Safety Award to "The Best Individual Action".

Mr. Barba has been designated as Vice-president of the Spanish Flight Safety Institute.

Mr. Barba graduated in "International High Studies" by the International Studies Society in 1989.

Mr. Barba is Spanish citizen and resides in the countryside near Madrid with his wife, Soledad and his sons Victoria and Jorge

Yves E. Benoist

Yves Benoist was born on Dec. 09, 1941 in Paris, France. He is married with 2 children. He graduated Engineer in 1966 from the French Aeronautical University ENSICA (Ecole Nationale Supérieure d'Ingénieurs en Constructions Aéronautiques) in Toulouse. He graduated Flight Test and Development Engineer in 1971 from EPNER (Ecole Du Personnel Navigant d'Essais et de Réception), the French Flight Test Training Center in Istres, France. His total flight test hours are approx. 2,400.

- March 1968 : Joined Sud-Aviation Flight Test Directorate as a graduated engineer (Sud Aviation became later Aérospatiale)
- 1968-1970 : Concorde flight test : detached at Fairford, England as a liaison engineer between Aérospatiale and British Aircraft Corporation (BAC) flight test directorates.
- 1971-1973 : Caravelle SE210 production aircraft acceptance : Flight test engineer in charge of flight test and customer acceptance of the last Caravelle production airplanes (Caravelle XII).
- From April 1973 : Seconded from Aérospatiale to Airbus Industrie.
- 1973-1974 : Participated to the Airbus A300 development and certification flight tests as a Flight test engineer.
- 1974-1985 : Manager and then Director of the Airbus Flight Acceptance Dept. in charge of :
 - . ground and flight tests of all Airbus production aircraft.
 - . customer acceptance and delivery flights
- 1985-1988 : Chief Engineer for in-service A/C.
- From 1983 : Airbus accident investigator. Participating to and/or leading all accidents and major incidents Airbus internal investigations.
- From 1989 : Director for Flight Safety in Airbus Industrie. In charge of : Airbus accident prevention activities. All tasks dealing with accidents and major incidents Airbus internal technical investigations.
- From 2000 : Vice President Safety. Same responsibilities.

Jeff Brown

Commenced with Air New Zealand three and a half years ago as Manager Group Safety and Security, with responsibility for managing the functions of safety, security, OHS, emergency management, aviation medicine and the environment for Air New Zealand which comprises five wholly-owned airlines operating a fleet of 87 aircraft. It is an exciting time in Air New Zealand as planning is underway for integration with Ansett Australia. Previous careers were with Qantas as Manager Intelligence and Support (security threat advice, security emergency planning and training) and previously as a counter-terrorist advisor for the Australian Government. Mr. Brown has Bachelor and Masters degrees in Economics from the University of Sydney, and is a member of the IATA Safety and Security Committees. He enjoys being a citizen of the country which currently holds a number of world sporting trophies (eg. rugby and cricket), and a resident of another fine sporting country (only successfully defence of the America's Cup outside the USA).

Fred G.H. Bruggeman

Employed at KLM since September 1978, Mr. Bruggeman is currently serving as a Maintenance Engineer for KLM Royal Dutch Airlines in the Technical Department. He was positioned in several countries overseeing maintenance projects such as Heavy Maintenance and assisting other maintenance organizations to adjust their organizations to follow KLM quality demands on KLM fleet maintenance. He is part-time made free from work (50% basis) for serving AEI (Aircraft Engineers International) as Secretary General. As Chief Executive Officer of AEI he is responsible for the day to day business of AEI for 3 years now. He has been member of KLM's workers counsel in various committees for 9 years on behalf of his Union, De UNIE, in functions as Secretary and Chairman. He served his UNION as technical committee chairman for many years and still has an very high interest in improving safety on Company, National, International level. He plays an active role in commenting JAR's (European Aviation Regulations) and take part in Various JAA panels.

Mr Bruggeman is native Dutchman, resides in Alphen a/d Rijn, The Netherlands.

Jerald M. Davis

Graduated as an Electrical Engineer and successfully completed a 26-year career in military and civil service. His last civil service duties were as Division Manager, Technical Programs Division, Flight Standards Service, FAA Headquarters. Mr. Davis directed national FAA policy for all weather operations, instrument flight procedures, navigation systems, approach and landing systems and minima, collision avoidance systems, and aviation weather and determined the operational suitability of air traffic control procedures, airport capacity and delay concepts, new aircraft and navigation systems, and pilot training programs. He developed the technical and operational criteria (ops specs) used to regulate all air carriers, including foreign airlines operating in the US. Mr. Davis also developed and implemented the criteria for ETOPS and CAT IIIB.

In addition, Mr. Davis has developed national policy guidance for Air Carrier Inspectors for all technical programs; invented the concepts and criteria currently used to establish type ratings, common type ratings, and differences training requirements for new aircraft; directed the research and operational testing for the standards – Validation of Omega for World-wide use by US Operators, Ozone Concentrations in Aircraft Cabins, Fail-Passive Rollout Systems for Cat IIIB, Fail-Passive Cat IIIA Landing Operations, Cat IIIB Takeoff Minima, and Synthetic Vision Cat IIIB Landing Systems.

Mr. Davis established FAA Flight Standards policy during the A-300-600, A-310, and A-320 aircraft certification programs and determined the operational suitability of these airplanes. Wrote the standards FAA is currently using to approve GPS of IFR operations. Served as the final FAA approval authority for all Category II/III ILS facilities, all Category II/III operations, all Extended Range (ETOPS) operations, all long-range navigation operations, all instrument approach design criteria, and all operating minima.

Mr. Davis also worked for 3 ½ years as a Senior Flight Safety Specialist in the Flight Safety Department at Airbus Industrie and currently works as a Consultant to the Flight Safety Office of Airbus Industrie where he is the author of the Airbus Industrie Flight Safety Magazine, HANGAR FLYING and he is the Manager of the Airbus Industrie Confidential Reporting System.

Mr. Davis has an Airline Transport Pilot with type ratings in A-300-600, A-310, A-320, B-727 and CE-500. Flight Navigator Certificate with 20 years experience. Total experience is in excess of 13,000 flight hours.

Capt. Bertrand de Courville

Bertrand de Courville is currently Captain on long haul flights on Airbus A340 and Flight Safety Manager at the Air France Prevention and Safety department.

Among his responsibilities are the implementation of the Air France accident prevention and operational risk management policy, cooperation with Delta Airlines Safety Department and contribution as member of different international organizations or initiatives devoted to flight safety, including IATA Safety Advisory Committee, JAA Safety Strategy Initiative Steering Committee, Flight Safety Foundation International Advisory Committee and GAIN Steering Committee.

Prior to his current position, in 1993 Captain Bertrand de Courville was in charge of the implementation of the first Air France Human Crew Resource Management Training program (CRM). In 1990, he was Flight Data Analysis (FOQA) expert.

Bertrand de Courville was trained at the National School of Civil Aviation in Toulouse in 1978. He flew as a First Officer the B737 and B747 and as a Captain the Airbus A320.

Marc Fortin

Employed with Transport Canada since August 1992, Marc Fortin is currently serving as Director, Occurrence Data, Analysis & Reports Division of the Safety and Security Group. Among his responsibilities are oversight and management of occurrence data: the collection, analysis and dissemination of Multi-Modal Safety Information and administration of data systems.

Marc has filled several functions related to operational safety programs and Information Management within Transport Canada. He has graduated from the University of Ottawa (Social Sciences and Public Administration). He also received an MBA at the Université du Québec in Montreal, where he wrote a thesis on “The Impact of Technology on Organizational Strategies”.

Marc Fortin is native of Bedford Québec, Canada. He is currently residing in the National Capital Region of Canada.

Robert Talcott Francis II

Robert Talcott Francis II is immediate past Vice Chairman of the National Transportation Safety Board, a position to which he was appointed by President Clinton in January 1995 and confirmed by the United States Senate.

After joining the Safety Board, Mr. Francis was involved in a number of transportation accident investigations, including the explosion and crash of TWA Flight 800 off Long Island, New York; the crash of ValuJet Flight 592 in the Florida Everglades; a powered-glider accident in Minden, Nevada; and a Learjet 35 accident in Mina, South Dakota. Mr. Francis also has chaired a number of Safety Board public hearings including the hearing on Part 145 aviation maintenance practices and oversight; the hearing on Korean Air Flight 801 that crashed in Guam; and the hearing on passive grade crossing safety in the United States. In addition to his accident investigation work, he is actively involved as a member of the Flight Safety Foundation's ICARUS Committee, a group composed of worldwide aviation experts who gather informally to share ideas on reducing human error in the cockpit and NASA's Aerospace Safety Advisory Panel. He has specialized in international aviation safety issues, and has spoken extensively about the Safety Board's international role. Mr. Francis is a recipient of an *Aviation Week and Space Technology* 1996 Laurels Award and was recognized by both the U.S. Navy and the U.S. Coast Guard for meritorious service in the TWA Flight 800 investigation.

Prior to his appointment to the Safety Board, Mr. Francis served as Senior Representative for the Federal Aviation Administration (FAA) in Western Europe and North Africa and was based in Paris, France. Representing the FAA Administrator, he worked extensively on aviation safety and security issues with U.S. and foreign air carriers, transportation governmental authorities, aircraft manufacturers, and airports.

A native of Cohasset, Massachusetts, Mr. Francis received his A.B. from Williams College and attended Boston University and the University of Ibadan, Nigeria. He holds a commercial pilot certificate with instrument and twin-engine ratings. He is a member of the French Academy of Air & Space, a Fellow of the Royal Aeronautical Society, a member of the Wings Club of New York, a trustee of the Aero Club of Washington, a member of the Board of Directors for Women in Aviation, International, and the Executive Council of NASA's Aviation Safety Program. Mr. Francis and his wife, Judy, have two daughters, Allison and Carolyn.

Tim Fuller

Tim Fuller is Sales and Marketing Director, AvSoft. He graduated from Portsmouth Polytechnic in 1984, with an honours degree in Engineering with Business Studies.

Tim spent the first part of his career in capital equipment sales and marketing; in 1992 becoming a member of the Chartered Institute of Marketing.

Switching to Aviation, Tim joined AvSoft in 1995 as Sales and Marketing Manager, and was promoted to Sales and Marketing Manager Director in July 1999. During the last four years sales have tripled, and the AvSoft customer base has increased to approximately 400 licensees in 36 countries. Since joining AvSoft, Tim has become a regular analyst and conference presenter of fleet trends and statistics.

In 1998 with the introduction of AvSoft's AVSiS safety program Tim / AvSoft joined the Flight Safety Foundation as a means of increased participation in aviation safety issues.

Tim joined GAIN Working Group C in July 1999, and has been working with the group and various airlines to develop secure and reliable techniques for near real-time safety data sharing.

Alain Garcia

Mr. Garcia is Senior Vice President Engineering, Airbus Industrie. Garcia graduated in 1966 from Ecole Nationale Supérieure d'Arts et Industrie de Strasbourg with additional training in aeroengines in Bristol, England and aerodynamics at ENSICA, in France. Mr Garcia joined Aerospatiale (then Sud Aviation) in 1966 as a flight control engineer in the Concorde programme. He became head of powerplant systems in 1972, working specifically with applications for Airbus Industrie programmes. In 1987, he became A330/A340 Chief Engineer as well as Head of the related Concurrent Engineering Group for Aerospatiale. Mr Garcia, who has been involved in Airbus Industrie programmes since 1969, was appointed Vice-President General Engineering at Airbus Industrie in 1994, in charge of the consortium's engineering policies and aircraft performance. In January 1997, he succeeded Bernard Ziegler as Senior Vice-President Engineering. Born in 1943 in France, Mr Garcia is married with two children. He is a member of the Aeronautical and Astronautical French Association. He has taught thermodynamics and propulsion in Toulouse Engineering Schools and participated in a number of international seminar and symposiums.

Pierre-Henri Gourgeon

Pierre-Henri Gourgeon, 53, was appointed Chief Executive Officer of Air France on 2 April 1998. On joining the Air France Group in 1993 he was Chairman and Chief executive Officer of Servair (inflight catering) and of several Servair subsidiaries. In 1996, he became CEO of Esterel (electronics distribution), after which, in September 1997, he was appointed Chairman of the board, Amadeus International, later becoming Air France Executive Vice-President, International Business Development, in December 1997.

From 1990 to 1993, Mr. Gourgeon was Directeur Général of the Civil Aviation Authority and in 1993 Chairman of the European Civil Aviation Conference. In 1988, he was Advisor for Civil Aviation in the private office of Michel Delebarre, the Minister for Infrastructure, Housing, Transport and Maritime Affairs. From 1985 to 1988, Mr. Gourgeon was Vice President of Military Programs at SNECMA.

Appointed to the Prime Minister's Military Affairs Department in 1981, he became Technical Advisor for Major Corporates in the Private Office of Michel Delebarre, the Minister of Labor. Employment and Vocational TRAINING IN 1984.

From 1971 to 1981, Mr. Gourgeon occupied a succession of positions at the Ministry of National Defense as a scientist at the Centre d'Essais des Propulseurs (Jet Propulsion Laboratory) in Saclay, in the Aeronautics technical department, the Aeronautics Production department and the Ministry's Monitoring and Forecasting unit.

Mr. Gourgeon is a graduate of the Ecole Polytechnique, Paris and the Ecole Nationale Supérieure de l'Aéronautique. He holds an MSc from the California Institute of Technology, Pasadena. He was trained as a fighter pilot at the Salon de Provence School and is an *Ingenieur Général de l'Armement*.

Pierre Graff

Mr. Pierre Graff is Director General of Civil Aviation. He was appointed on January 18 1995 by the French Cabinet, on proposal of Mr Bernard BOSSON, Minister of Equipment, Transport and Tourism. He is graduate of the Ecole Polytechnique (1968) and the Ecole Nationale des Ponts et Chaussées (1973).

Prior to coming to Civil Aviation, Mr Pierre GRAFF had been Deputy Director of the Cabinet Minister of Equipment Transport and Tourism since 1993. Previously, he had been the Director of the Departmental Equipment Directorate of the Essonne (1990-1993) and before, he was the Head of the French Road Security Organisation (1988-1990).

From 1973 to 1986, he was in charge of various managing positions in several Departmental Equipment Directorates. Then he was appointed as technical adviser of the Cabinet of the Minister of Equipment, Housing, Transport and Regional Planning (1986-1987).

Born on November 11, 1947, Mr Pierre GRAFF is married and has two children.

Christopher Hart

Christopher A. Hart is the Assistant Administrator for System Safety at the FAA, reporting directly to the Administrator. He is a graduate of Harvard Law School, and he earned bachelor's and master's degrees in aerospace and mechanical science at Princeton University. He holds a commercial pilot's license with multi-engine and instrument ratings as well.

He served as a member of the National Transportation Safety Board (1990-93). While working at the Safety Board, he had specialized interests in human factors and the impact of automation on transportation systems.

He was previously the deputy administrator of the National Highway Traffic Safety Administration and a former managing partner of Hart & Chavers, a Washington law firm. He also has served as deputy assistant general counsel in the Department of Transportation, and he was also in the general counsel's office at the Air Transport Association.

He is a member of the Aircraft Owners and Pilots Association and the Lawyer Pilots Bar Association, and he has been listed in "Who's Who in Aviation." He has a connection in aviation history -- in 1926, Hart's great uncle, James Herman Banning, became the first African-American to earn a U.S. pilot's license.

Dennis Johnson

Has 50 years experience working in the aviation industry as a ground engineer, aircrew member, instructor and administrator. In 1978 he embarked on a successful career in the field of flight safety with commercial airlines. His last full-time appointment was with Virgin Atlantic Airways and he retired in 1998 after ten years as the airline's Flight Safety Manager. He represented Virgin Atlantic on the United Kingdom Flight Safety Committee and was a member of IATA's Safety Advisory Committee, a body with which he was associated for fifteen years. Since retirement, under the adopted title of Air Safety Management he has undertaken projects at the invitation of the Airbus Industrie Flight Safety department and the GAIN programme organisers. His **Flight Safety Manager's Handbook**, which was produced for Airbus Industrie, was published in 1999.

Born in Yorkshire, England, in 1932, he was educated at Sheffield Grammar School and then completed an engineering apprenticeship before entering military service with the Royal Air Force. He now lives in Sussex with his wife Jean and has a passion for building and flying large-scale model aircraft.

David Kocsis

David Kocsis was born in Aurora, IL and has called Atlanta, GA home since 1952. During studies at Georgia Tech and Georgia State resulting in a B.S in Chemistry, he had an opportunity to become affiliated with the Naval Research Laboratory's rocket program, Project Vanguard. After graduation, he resumed a career in the rocket industry with the Jet Propulsion Laboratory in Pasadena, California. Mr. Kocsis was credited with development of the world's first throttleable monopropellant hydrazine gas generator system, which flew to Mars aboard the Surveyor spacecraft.

Pursuing flying as an avocation, he earned all his licenses, and returned to Atlanta in 1966 to form his own company devoted to development and production of low-cost general aviation electronics. He sold that business and joined Delta Airlines in 1968 as an avionics engineer. He transferred to Flight Operations as soon as possible and divided his time between flying and heading the Flight Analysis section. After losing his medical certificate in 1985, he was asked to develop Delta's automated Crew Irregularity Reporting System, allowing crews to input safety concerns to a centralized data base. The original program was written by Mr. Kocsis in BASIC, and has since evolved into a JAVA-based program where pilots can enter reports through the Internet.

Since 1992 when Delta's Flight Safety department was created, he has been responsible for formulation of many of Flight Safety's policies and procedures, and has developed a pro-active incident and irregularity forecasting system, as well as weekly, monthly, quarterly and annual reports distributed throughout the airline.

Mr. Kocsis is a co-author of two patents in the field of chemistry, and is a recognized concert organist and composer of music and member of ASCAP (American Society of Composers, Authors and Publishers). As a composer, he has been nominated twice for the Pulitzer Prize in music.

Klaus Koplin

Born in Berlin, Klaus Koplin graduated as a Diplom-Ingenieur for Aeronautics and Space at the Technologies University Berlin. Klaus Koplin began his aviation career in 1968 with the Luftfahrt-Bundesamt Braunschweig, the German Aviation Administration, as a trainee for the Civil Aviation Administration in Germany, holding various positions before joining the JAA in 1995. These include a number of different positions in the field of certification engineering. In 1971 Koplin became a certification engineer for sailplanes and airships, etc and in 1972 a certification engineer for transport category aircraft. From here Koplin became Chief of the section for certification airplanes and rotorcraft in 1977, Chief of the engineering division in 1980, and Director of LBA in 1988. Since January 1995, Klaus Koplin has been Secretary-General of the Joint Aviation Authorities (JAA). Before being appointed as the Secretary-General of the Joint Aviation Authorities (JAA), Klaus Koplin has also been involved in a number of committee positions within the JAA system, including being a Member of the JAR Structures Study Group from 1974-1979, being a Member of the JAA Committee and the Executive Board from 1980-1994, and Chairman of the JAA Committee 1988-1989 and 1992-1993.

Timothy J. Logan

Timothy J. Logan is Director-Flight Safety and Quality Assurance for Northwest Airlines, a position he has held since 1998. He is responsible for management of the aircraft operations safety programs at Northwest Airlines. He is also responsible for managing the Northwest internal regulatory compliance audit process and the safety audit program for Northwest Airline's alliance and code share partner airlines. He has been the former chairman of the ATA Flight Safety Committee and is a member of the IATA Safety Advisory Committee. He joined Northwest in March of 1992 as the manager- flight safety.

Prior to coming to Northwest, Logan has held positions of manager- accident investigation for the Air Line Pilots Association participating in over 30 major airline accident investigations. Prior to that, Logan held the position of senior flight test analysis engineer at Boeing where he participated in the original FAA certification of the 757 aircraft.

Logan holds an MBA from George Washington University in Technical Program Management and a BS in aeronautical and astronautical engineering from Ohio State University. He is also a private pilot.

James T. Luxhøj

Dr. Jim Luxhøj has been involved in aviation systems analysis over the past 11 years. He served as the Principal Investigator on a Federal Aviation Administration research grant to develop an intelligent decision support system for aviation safety analysis and is currently serving as the Principal Investigator to develop analytical methods for aviation safety risk modeling, assessment, and management. Jim is currently serving as the Co-Chair for the international GAIN Working Group B: Analytical Methods and Tools. He is also serving on an international European Safety and Reliability Association (ESRA) Working Group on "Computer Aided Risk Assessment." Dr. Luxhøj has served as the Co-Chair of the FAA's recent National Workshops on Risk Analysis and Safety Performance Measurement in Aviation. Dr. Luxhøj is Associate Professor of Industrial and Systems Engineering at Rutgers University. In 1994-95, he was a Visiting Professor at Aalborg University in Denmark. He received his Ph.D. in industrial engineering and operations research from Virginia Polytechnic Institute and State University in 1986. He has published extensively on topics such as risk analysis, reliability and maintenance modeling, econometric modeling, and decision support systems.

Jim resides in Somerset, New Jersey with his wife, Cathy and they have two children, Erin and Carl.

John C. Marshall

John C. Marshall is Vice President - Corporate Safety and Compliance for Delta Air Lines at its world headquarters in Atlanta, Georgia. Mr. Marshall previously was Delta's Director - Environmental Services. Mr. Marshall came to Delta September 1, 1997, with experience gained through his 26 year aviation career with the U.S. Air Force. His Air Force career included duties as a fighter pilot, Specialist Assistance to the Air Force Vice Chief of Staff, Fighter Squadron Commander, Base Commander, and Fighter Wing Commander where he flew F-4s, F-15s, A-10s, and F-16s. Mr. Marshall served as the Director of Operations - Pacific Air Forces in 1989 and became the Inspector General of the Pacific Air Forces in 1990. In his last assignment, he served as the U.S. Director of Security Assistant for the Middle East where he was responsible for all sales, marketing, training, and logistic support between the United States and eleven countries in the Middle East, Africa, and Southwest Asia during and immediately after the Gulf War.

Mr. Marshall received his Bachelor's degree in Civil Engineering from the Air Force Academy in Colorado. He also is a graduate from the National War College, holds a Master of Arts degree in Personnel Management from Central Michigan University and a Master of Science degree in Civil Engineering (Environmental) from the University of Hawaii.

A native of Forth Worth, Texas, Mr. Marshall is married to the former Jill Thomas of Pueblo, Colorado. They have two children.

Stuart Matthews

Stuart Matthews is Chairman, President and Chief Executive Officer of the Flight Safety Foundation, a long-established international nonprofit organization that acts as an independent industry think tank on aviation safety matters.

Born in London, England, Mr. Matthews has more than 46 years of aviation industry experience. He spent 15 years in the British manufacturing industry as an advanced project design engineer and other positions, including a period on the Concorde program. This was followed by seven years with British Caledonian Airways, where he was responsible for corporate and fleet planning. In 1974 he was invited by Fokker Aircraft in the Netherlands to establish a U.S. subsidiary company, based in Washington, D.C. As president of Fokker USA, for the next 20 years, Mr. Matthews looked after all of the company's business and marketing activities in North America, placing some 300 aircraft in the process. He was elected chairman of the Flight Safety Foundation in 1989 and, when he retired from Fokker in 1994, he was also appointed as president and chief executive officer.

Mr. Matthews is a Chartered Engineer, a Fellow of the Royal Aeronautical Society, a Fellow of the Chartered Institute of Transport, and an Associate Fellow of the American Institute of Aeronautics and Astronautics. He serves on numerous aviation industry and international governmental advisory committees. Upon his retirement from Fokker, he was knighted by the Queen of the Netherlands for his services to aviation.

Capt. Paul McCarthy

Captain McCarthy is currently the Executive Air Safety Chairman (EASC) and Chairman of the IFALPA Accident Analysis Committee (AAC). Prior to becoming the EASC on March 1, 1999, Captain McCarthy was Chairman of the ALPA Accident Investigation Board for almost 10 years. He is heavily involved in the ALPA air safety structure, and has held a number of positions at both the MEC and National levels. Paul joined Delta Air Lines in 1972, and is currently a B-767/757 Captain based out of New York. He is a Notre Dame graduate and a former US Navy A-6 pilot. After joining Delta, Paul earned a law degree from Suffolk University, and up until 1998, when not flying, he was practicing Maritime Law in Boston. Captain McCarthy has also served as the ALPA coordinator for several accidents, the most recent being Delta 554 at LaGuardia, New York in 1996.

Mike M. Moodi

Mike Moodi is a Senior Crew Performance Specialist and the Procedural Event Analysis Tool (PEAT) Project Manager in Boeing Flight Technical Services organization. He joined Boeing in 1980. Since then he has held several positions within the commercial division. These include Human Factors Specialist in 737, 747, 757, and 767 Flight Crew Operations and Requirements, Crew Performance Specialist for Research and Product Development, and Human Factors Specialist for incident / accident investigation.

Since 1995, Mike has managed the industry coordination leading to the development and validation of the Boeing PEAT. Currently, Mike is responsible for the airline PEAT implementation support worldwide.

Mike holds M.S. in Aeronautical Science with a Human Factors emphasis from Embry-Riddle Aeronautical University in Florida.

Salah Mudara

Manager Flight Safety, Gulf Air

- Has been with Gulf Air for 24 years at the company headquarters in Bahrain.
- Served as a Maintenance Engineer, Maintenance Production/Planning Control Engineer, and Senior Technical Projects Engineer before being appointed as Manager Flight Safety in 1995.
- Seconded to the ministry of Development and Industry of Bahrain for two years, to carry out various projects in researching, developing and improving aviation services within the Gulf (1988 - 1990).
- Graduated from AST Aeronautical Engineering School in Perth-Scotland, 1976.
- Has a Diploma in Project Management from IDA, Ireland.
- International Aviation Safety Certificate from SCS, USA.
- Member of IATA Safety Committee, Arab Air Carrier Organization Safety Committee, International Society of Air Safety Investigators (ISASI) and FSF.
- Member of Airbus "Flight Safety Manager's Handbook" Task Force Team.
- Member of GAIN Working Group "A".

Born on the sunny island of Bahrain in 1956 and still lives there with his wife and his four children.

Andrew S. Muir

Mr. Muir is an Aviation Safety Analyst with Abacus Technology Corporation. He has been providing technical and administrative support to the GAIN program since its inception in 1996, under contract to the FAA's Office of System Safety. Mr. Muir is contributing to program planning, coordinating all communications with GAIN participants, and substantially documenting GAIN activities. He serves as Secretary for the GAIN Steering Committee, planning meetings, providing technical guidance (such as framing the discussion of policy issues), and preparing meeting summaries. He also has an active coordination role for GAIN Working Groups B and C.

In six years of support to the FAA, Mr. Muir has also analyzed aviation safety data, including statistical analysis of accident, incident, and maintenance data; calculated Aviation System Indicators; and developed and delivered training modules on analytical tools and techniques.

Prior to joining Abacus Technology, Mr. Muir analyzed transportation of hazard materials and performed environmental contamination and compliance audits. He received a B.A. in Chemistry from Dartmouth College. As time permits, Mr. Muir enjoys suburban living in Gaithersburg, MD, with wife Denise, daughters Savannah and Gabrielle, and several gardens.

Capt. Ted Murphy

Captain Ted Murphy works with Aer Lingus as an A-330 captain and has been a pilot for around 30 years. He has flown the 737, 707, 720 and the Viscount and is currently operating the Airbus A330, mainly to the US. Ted has worked in many parts of the world, including Sri Lanka and Bahrain. He also worked for three years with ICAO in Montreal in the Ops Air Division, which is responsible for the Dangerous Goods Panel. Captain Murphy is the author of the original edition of the Dangerous Goods Emergency Response Guide.

He has been an Officer of IFALPA for more than six years, holding the positions of Principal Vice-President for Technical Standards and Deputy President. He was elected as President in 1999. He has also held the position of President in his home association – the Irish Air Line Pilots' Association – on two separate occasions.

Tom O’Kane

Born in Culdaff, County Donegal, Ireland Tom studied Electrical Engineering at University College Dublin and graduated with an honours degree in 1971.

He joined the BEA Graduate Engineering programme and started work in the Flight Data Recording section just as the SESMA program was beginning. During his eight years in Flight Data Recording he helped develop the SESMA and Engine Health Monitoring programmes on the Trident and Tristar aircraft. He also designed and developed an on-board computer system to pass data from the Tristar recording system to an Adsel transponder for transmission to ATC on the ground. This was part of a Eurocontrol project investigating ways of reducing aircraft separation by using aircraft data to predict aircraft movement.

Tom spent over four years in Seattle as the British Airways resident Engineer at the Boeing company from 1981 to 1985. After a spell as Production Manager Engine Overhaul he completed an Executive Programme at Harvard Business School. Since then he has held Senior and General Management positions in Treasury, Speedwing, Aircraft Operations and Crew Scheduling.

Prior to joining Safety Services he was Project Director EMU, responsible for ensuring that British Airways was ready for the introduction of the euro in 1999.

Tom has a Masters degree in Computer Systems Engineering and is a Chartered Engineer, Member of the Institute of Electrical Engineers and a Fellow of the Royal Aeronautical Society. He is also Chairman of the Heathrow branch of the RAeS.

Married with three children, he wishes he could find more time to play golf.

Chris Pokorski

Mr. Pokorski received a degree in Aerospace Engineering from the Pennsylvania State University and is certificated in Aviation Safety by the University of Southern California. Mr. Pokorski worked for eleven years at the US Naval Air Test Center/Naval Air Warfare Center Aircraft Division, Patuxent River, MD as the lead system safety engineer on the F-14A/B/D programs. During his career at "Pax", Mr. Pokorski conducted flight tests on several prototype modifications to the hydraulic and electrical systems on the F-14. Mr. Pokorski also was the lead system safety engineer on the F-14 Digital Flight Control System and LANTIRN programs. Mr. Pokorski began working for the Federal Aviation Administration's Office of System Safety in 1998 and has been involved with the GAIN program, the FOQA program, as well as several research activities to improve aviation safety data analysis.

Mr. Pokorski holds a private pilot license for land and seaplanes.

Howard Posluns

Howard Posluns is the Acting Chief, Advanced Technology, Transportation Development Centre (TDC), Transport Canada. TDC is Transport Canada's multi-model R&D arm located in Montreal, Quebec.

Mr. Posluns has been promoting various aviation R&D safety initiatives including Flight Data Monitoring, Safety Sharing Systems, Satellite Navigation, Emergency Beacon Technologies, etc.

Howard Posluns is a graduate electrical engineer from Concordia University and a member of the Institute of Electrical and Electronic Engineers (IEEE). When he is not working on advanced technology projects related to aviation safety, Mr. Posluns is enjoying various outdoor activities with his three sons.

Marco Aurélio De Magalhães Rocha – “Capt. Rocky”

Captain Rocha was born in 1954 in Brazil. He served with the Brazilian Air Force 1969-1992 (23 years), retired as Major, having been Squadron Commander and Staff Officer. He has operational experience as Fighter Pilot, Transport Pilot and Airborne Troop Operations Pilot. He joined TAM Airlines in 1992, served as First Officer – Captain on Fokker F27 (1992-1993), Capt. Fokker F-100 (1993 – 1998), and Capt – Airbus A-330-200, (since Dec 1998). He has served as Deputy Chief Safety at TAM (1996), Chief TAM Group Safety (1996-1998), and TAM Group Flight Safety Officer, since December 1998.

His flight safety courses have included Brazilian Air Force – Full Investigation Course (Brazil); University of Southern California – Full Certificate (USA); and Airbus – AIRS (France).

His main flight safety activities have included:

- IATA – RCG (Regional Coordination Group) Latin America Member .
- AITAL Asociação Internacional de Transporte Aéreo Latino Americano)
- PAAST (Pan American Aviation Safety Team), working on its creation.
- IATA – SAC (Safety Advisory Committee) – Member.
- SNEA (Sindicato Nacional das Empresas Aeroaviárias) – CSV (Comissão de Segurança de Voo) – Brazil, Brazilian Airlines Union – Safety Committee, since 1998.
- Flight Safety Foundation International Advisory Committee Member.
- ISASI “Full Member” and Councillor of Latin American Society (1999 – 2001).
- Vice President and President of Former Brazilian Airlines Safety Committee (1996-1997).
- Aviation Safety; Prevention and Investigation Team on several incidents – accidents since 1973.

Matthias Schmidlin

Employed by RIACS since April 1st, Matthias Schmidlin is currently supporting the NASA Aviation Safety Program. Amongst his task/ responsibilities are to facilitate NASA's Aviation Safety Program's international leverage, develop better cost/ benefit analysis for safety intervention and facilitate coordination of international safety data collection efforts with similar domestic NASA/ FAA activities. He represents the NASA AMES research center as an active member on the ICAO/ Cast Common Taxonomy team; as member of the Safety Assessment Paradigm Shift team and co-chair of GAIN working group B. Matthias is also author or editor of various Aerospace publications.

Prior to joining the NASA Aviation Safety Program, Matthias held different positions in Operations Engineering, Operational Evaluation and Communication within Airbus Industrie. He was Group Manager Operational Monitoring & Incident Reporting and had the responsibility for the execution and management of various activities related to Operations, Safety, and Human Factors. Matthias was the driving force behind Airbus Industrie's Aircrew Incident Reporting System (AIRS) safety initiative, and was in charge of validating the benefits of sharing operational incident reports. Prior to joining Airbus Industrie, Matthias worked for Daimler Benz Aerospace Dornier where he was in charge of several projects related to new aviation manufacturing technologies.

Matthias Schmidlin obtained his undergraduate degree in Aeronautical Engineering in Munich in 1993, before joining Airbus Industrie the same year. In 1995 he received a masters degree in Technology Management from the John Moores University Liverpool. In parallel to his day-to-day duties, he is currently undertaking a Ph.D. in Psychology at the University of Manchester under Professor Dr. Jim Reason.

Matthias Schmidlin is a native German and resident in Europe and the United States with his wife, Valerie and daughter, Lea.

Jean-Jacques Speyer

Jean-Jacques Speyer graduated in Electrical and Mechanical Engineering from the Polytechnic School of Brussels, Belgium, holds an MS degree in Aeronautics & Astronautics from the Massachusetts Institute of Technology, USA and holds a degree in Human Factors from the Universite Rene Descartes in Paris. After some 3000 hours as a Boeing 707 Flight Engineer he joined Airbus Industrie in 1979. He was initially responsible for Minimum Crew Certification of the various models that were to be developed, i.e. A300FF, A310, A320, A330, A340. In this capacity he developed a variety of methods in the field of human and operational factors aiming at evaluating the impact of new technology. He is currently Manager Operational Evaluation & Communication in the Flight Operations Support Division of Airbus Customer Services responsible for :

- Fleet performance monitoring,
- Development of safety prevention tools,
- Airline operational evaluation,
- Aircrew operational incident reporting.

A member of the Airbus Industrie Human Factors Operational Group, he is also a CRM facilitator. The author of many papers in his field, he received the Wright Brothers Award from the Society of Automotive Engineers in 1982, the Grand Prix de l'Academie de l'Air et de l'Espace in 1987 and obtained a patent relative to workload measurement in 1992.

Peter Stastny

Peter has come from the UK CAA, where after working for 20 years in the service provision area, including in quality and safety management, he has been in ATM safety regulation for 7 years, responsible for requirements production, regulatory approvals and international policy. He is originally from Jersey, Channel Islands.

Robert W. Sutton

Bob is founder and President of Aviation Research Incorporated, established in 1979. He is here supporting the NASA Aviation Safety Program. His operations background includes over 4000 hours flight time, time as an instructor controller, and eight years as an accident prevention counselor. His technical background includes real-time systems, software development, aviation safety systems, accident investigation, and aviation safety practices/standards. He has had a major role in developing many aviation safety related systems for the FAA. He serves as Executive Secretary on the NASA Aviation Safety Program Executive Council. He also serves as cochair on: The CAST/ICAO Common Taxonomy Team, The Flight Operations Risk Assessment System, The Operator Safety Practices Working Group of GAIN. Most importantly though, Bob is very passionate about improving aviation safety.

Capt. Jacques C. Verriere

Employed at Air France since July 1990, as A300 then A340 First Officer, Jacques Verriere, now A320 Captain, is currently working in the Flight Safety and Prevention Department. Among his responsibilities are applications of the Flight Operations Quality Assurance (FOQA) program related to flight safety. Prior to coming to Air France, Jacques Verriere worked in the Aerospatiale design office in Toulouse, as assistant to the head of aerodynamics and flight mechanics department. Jacques Verriere received engineer degrees from Ecole Polytechnique and Sup'Aéro in France and a M.S. in Aerospace Engineering at Stanford University, in 1979. Jacques Verrière is a native of Algiers and resides in Toulouse, France.

Capt. Roger Whitefield, FRAeS

Roger Whitefield joined BOAC from the Hamble Air Training College in 1966. After flying the VC10 for eleven years he was promoted to Captain on that fleet, subsequently moving to the Tristar to take up the position of Training Captain and then to the B747 as Training Manager, then Technical Manager followed by Chief Pilot. His last appointment in Flight Operations was General Manager Flight Operational Services. For the last three years he has held the post of Chief Air Safety Investigator, has now become Head of Safety and currently flies the B747-400.

Jack Wojciech

Mr. Wojciech has spent most of his government career of over 30 years with the Federal Aviation Administration and is currently the team lead in the Office of System Safety for the Global Aviation Information Network (GAIN). His other duties include overseeing development of system safety performance measures, safety risk assessment computer models, and accident/incident precursor analyses.

Prior to coming to the Office of System Safety, Mr. Wojciech managed the TCAS II Limited Installation Program (United Airlines, Northwest Airlines) and flight testing of the production version of the TCAS II collision avoidance logic. He was also responsible for the reliability/maintainability design and system testing of the Mode-S ATC surveillance radar system.

Mr. Wojciech received a Bachelor of Science Degree in Electrical Engineering and a Master of Science Degree in Applied Statistics from Villanova University.

William D. Wood

Employed at the U.S. Department of Transportation's Volpe National Transportation Systems Center in Cambridge, Massachusetts since 1973, Mr. Wood is currently serving as the Deputy Director of the Office of Information and Logistics Management. Among his responsibilities are oversight of the development of surveillance, safety and logistics-support information systems for the FAA, Coast Guard, Air Force and the Dept. of Transportation's Office of Pipeline Safety. Mr. Wood has been directly involved with developing safety information systems for aviation since the late 1970's when he was the project manager for both the FAA's Aviation Safety Analysis System and the Air Force's Air Carrier Analysis System. His current activities involve the implementation of the FAA's Safety Performance Analysis System and analytical support of their Air Transport Operations Surveillance program.

Prior to coming to the Volpe Center, Mr. Wood was a Systems Development Engineer in both the General Electric Company's Missile and Space Vehicle Department and their Space Systems Department. At General Electric he was responsible for the telemetry, information and communications systems aboard Air Force, Navy and NASA reentry vehicle and satellite weapon and surveillance systems. Mr. Wood was also a Guidance Systems Test Engineer for the General Electric Company's Ordnance Department where he was responsible for onboard guidance system test and evaluation during the Polaris Weapon System on-shore and at-sea qualification and acceptance testing for the early Polaris nuclear submarines.

Mr. Wood received a BSME from the Univ. of Colorado, a BSEE from the Univ. of Delaware and an MBA from Drexel University. Mr. Wood earned his Private Pilots license in 1959 and his multi engine and instrument ratings in the early 1970s and has been involved with aviation throughout his professional career and taught airborne radar-gun-laying systems during his military service in the U. S. Air Force.

Mr. Wood is a native of Delaware and resides in Sudbury, MA with his wife Linda. Living nearby are his four children and the four grand-children.

Milton B. Wylie

Began his aviation career in the early 1960s as a pilot in the New Zealand airforce. After eight years in the military he joined the New Zealand Ministry of Transport as an aircraft accident investigator. During twenty years of accident investigation he was responsible for investigating many hundreds of aircraft accidents throughout New Zealand and the South Pacific, covering the full range of aviation operations, from homebuilts to major air carrier accidents.

In 1989 he joined Air New Zealand, the national flag carrier, and was responsible for its flight safety programme. A substantial part of these activities involved the collection, storage, analysis and dissemination of safety related information obtained from many different sources. This included providing feedback to flight crews, as well as recommendations to management aimed at improving the safety of the airline operation.

For the last two years he has been with the Accident Investigation and Prevention section of the International Civil Aviation Organization (ICAO) headquartered in Montreal, Canada. The activities of this section include; facilitating the flow of safety related information between ICAO member States, developing database taxonomies to provide standardized terminology, and identifying safety indicators so that there is general agreement on what and where the safety problems are.